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July 8, 2010

227406

Ms. Cynthia T. Brown  
Chief, Section of Administration  
Surface Transportation Board  
395 E. Street, S.W.  
Washington, DC 20423

By Messenger

Re: Complaint in Docket No. NOR 42124  
State of Montana v. BNSF Railway Company

Dear Ms. Brown:

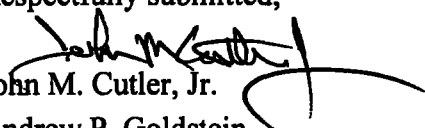
ENTERED  
Office of Proceedings  
JUL 14 2010  
Part of  
Public Record

Enclosed for filing are the original and 10 copies of the Complaint of the State of Montana against BNSF Railway Company. The Board has assigned Docket No. NOR 42124 to this proceeding.

Because the Complainant is a State filing under 49 U.S.C. § 11701(b), Board regulations provide for waiver of any filing fee. See 49 C.F.R. Section 1002.2(e)(1). A fee waiver request is nevertheless being filed herewith.

Please date-stamp two copies of this Complaint for our messenger, and please contact the undersigned with any questions regarding this filing. Thank you.

Respectfully submitted,

  
John M. Cutler, Jr.  
Andrew P. Goldstein  
Attorneys for the  
State of Montana

**FILED**  
JUL 14 2010  
SURFACE  
TRANSPORTATION BOARD

cc: Roger Nober, Esq.  
Richard E. Weicher, Esq.  
BNSF Law Department

**FILING FEE WAIVED**

**ORIGINAL**

BEFORE THE  
SURFACE TRANSPORTATION BOARD



STB DOCKET NO. NOR 42124

227406

**FILING FEE WAIVED**

STATE OF MONTANA

v.

BNSF RAILWAY COMPANY

ENTERED  
Office of Proceedings

JUL 14 2010

Part of  
Public Record

COMPLAINT

Steve Bullock  
Montana Attorney General  
Anthony Johnstone  
Solicitor  
Montana Department of Justice  
215 North Sanders  
Helena, MT 59620  
(406) 444-2026

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Attorneys for the State of Montana

Dated: July 8, 2010

**FILED**

JUL 14 2010

**SURFACE  
TRANSPORTATION BOARD**

## COMPLAINT

This Complaint is filed by the State of Montana, pursuant to 49 U.S.C. Sections 10702 and 11701(b), and other provisions of the Interstate Commerce Act. The Complaint challenges the 48-car limit on wheat shipments from certain Montana grain elevators with 52-car or greater capacity imposed by BNSF Railway Company ("BNSF") as an unreasonable practice in violation of 49 U.S.C. Section 10702 and other provisions of the Act. Elimination of 52-car rates at grain elevators capable of loading 52-car shipments adversely affects these elevators, Montana wheat producers served by these elevators, and other Montana interests. BNSF rate levels that the State believes are unlawful but for the 48-car cap cannot be reviewed by the STB, and could be raised by BNSF without the possibility of challenge, unless the relief requested herein is granted.

## PARTIES

1. Complainant the State of Montana ("Montana" or "the State") is a State of the United States, in which substantial volumes of wheat and other agricultural commodities are produced and shipped via rail. The seat of Government of the State is in Helena, MT, and the State is represented by its Attorney General, Steve Bullock, with offices at 215 North Sanders, Helena, MT 59620, as well as by outside counsel.

2. Defendant BNSF is a common carrier by rail transporting wheat and other commodities from Montana and other origins in interstate commerce, subject to regulation by the STB. BNSF has offices at 2650 Lou Menk Drive, Fort Worth, TX 76131.

### BNSF MARKET POWER IN MONTANA

3. BNSF is, by far, the dominant rail carrier in Montana, transporting some 95% of rail freight. BNSF also has agreements with short line railroads in Montana that affect the ability of those short lines to compete with BNSF.

4. Montana is a major producer of agricultural commodities, including wheat, barley and other commodities. Major markets for Montana wheat are located in the Pacific Northwest and at other destinations served by rail. Most Montana wheat is transported by rail and most Montana wheat transported by rail is transported by BNSF, subject to BNSF tariffs and rate publications.

5. BNSF market power has resulted in high rail rates for wheat transportation. However, BNSF rates and practices have not been subject to direct challenge by Montana wheat shippers in recent years. As the Board has recognized, such challenges present significant procedural and strategic obstacles for grain shippers, independent of the merits of such proceedings.

6. BNSF rates are subject to challenge before the STB where the rates produce revenue-to-variable cost ("R/VC") percentages in excess of 180%, and where no effective competition for BNSF exists.

### HISTORY OF UNREASONABLE BNSF TARIFF CHANGES

7. This Complaint covers BNSF tariffs discussed below and any future changes to or replacements of such tariffs.

8. For approximately 30 years, BNSF encouraged the construction and operation of grain elevators in Montana capable of loading trains of 52 cars or more, and accepted tenders of 52 cars or more at published tariff rates applicable to such shipments.

Even after it introduced “shuttle” trains of 110 cars or more, BNSF maintained rates based on 52-109 cars that permitted 52-car elevators to tender 52-car shipments. *See, e.g.,* BNSF Tariff 4022-L, Item 43413, effective April 17, 2008. A copy of this tariff provision is attached as Appendix A.

9. BNSF publishes rates for “shuttle” trains of Montana wheat of 110 cars or more, as well as rates applicable to 26 car shipments and single cars of Montana wheat.

10. In February 2009, BNSF modified its rate publication to eliminate rates applicable to trains of 52 cars or more, replacing those rates with rates for which the tariffs provide “tender per shipment is 48 cars.” *See, e.g.,* BNSF Tariff 4022-M, Item 43400, Revision 1, effective April 2009. A copy of this tariff provision is attached as Appendix B.

11. When the 48-car limit on train size was imposed by BNSF, the rate levels remained the same as for 52-car trains. The per-car rates were not reduced to reflect the reduced efficiency for elevators of shipping in fewer cars.

12. As a result of these tariff changes, Montana grain elevators capable of tendering 52-car trains of wheat but not capable of tendering 110-car shuttle trains of wheat were required to pay the same amount per car to ship 48-car trains that they formerly paid to ship 52-car trains.

13. As a consequence of BNSF’s tariff change, 52-car elevators must either tender only 48-car shipments, or must tender 48-car shipments at the 48-car rate and pay single car rates on cars in addition to 48-car lots if they want to ship 52 cars.

14. As a consequence of BNSF’s tariff change, most 52-car elevators now ship wheat in 48-car lots, reducing the efficiency of their operations and underutilizing

their facilities, or experiencing reduced wheat volumes if producers truck to a larger elevator.

**UNREASONABLE COSTING CONSEQUENCES AND  
DE FACTO DEREGULATION**

15. As a consequence of BNSF's tariff change, trains shipped by 52-car elevators are subject to different costing under the Board's Uniform Rail Costing System ("URCS"). URCS costing treats 48-car trains like 26-car and smaller units and subjects them to the "make-whole" adjustment, while shipments of 50 cars or more, including the 52-car trains formerly shipped by 52-car elevators and accepted by BNSF, are treated like unit trains that are not subject to a "make-whole" adjustment.

16. The make-whole adjustment allocates additional costs to shipments of one to forty-nine cars, offsetting savings from efficiencies of longer trainloads and unit trains, so that URCS will account for all system costs when the costs of the individual shipments are totaled under STB costing procedures. The URCS cut-off for application of the make-whole adjustment is shipments of 50 cars. By reducing certain grain shipment sizes from 50 cars or more to less than 50 cars, BNSF has subjected shipments limited to 48 cars to the make-whole adjustment and the resulting allocation of higher costs under URCS.

17. BNSF wheat rates applied to 52-car shipments typically produce revenue-to-variable cost ("R/VC") percentages exceeding 180%, the STB jurisdictional threshold. The same rates applied to 48-car shipments typically produce R/VC percentages as much as 100 points below R/VC percentages generated by the same rates for 52-car shipments. The rates themselves are not reduced, but the artificially inflated costs assigned to the shipments under URCS produce a sharp drop in R/VC percentages, making the rates ap-

pear less excessive and adversely affecting grain shippers' recourse to statutory protections against unlawful rates.

18. BNSF's 48-car cap effectively prevents the possibility of a successful challenge to the wheat rates paid by 52-car elevators in Montana, by substituting non-jurisdictional 48-car rates for jurisdictional 52-car rates. BNSF's 48-car caps also make 52-car elevators vulnerable to further increases in 48-car rates with no possibility of a rate challenge at the STB, so long as the R/VC percentage remains below 180%.

19. Operators of 52-car elevators effectively experience rate increases (paying rates for 48-car shipments that were formerly sufficient to get service for 52-car shipments), lose the ability to challenge the reasonableness of existing rate levels under the Act, and lose the ability to challenge significant increases in those rate levels under the Act.

20. BNSF's manipulation of shipment size limits to take advantage of the URCS "make whole" adjustment is intended to enable BNSF to claim to the public that grain rates paid by 52-car elevators are not excessive, and that studies by GAO, Christensen Associates and the Montana Attorney General's Office showing high R/VCs are erroneous or out of date.

21. BNSF has conducted tutorials for Montana grain producers aimed at allowing the producers to calculate the lower R/VCs produced by BNSF 48-car rates as part of a program of trying to convince the public that BNSF wheat rates are not excessive. The results of those calculations have been affected by BNSF's restriction of 52-car elevators to 48-car train sizes.

22. BNSF's 48-car shipment size limit amounts to "gaming" the STB costing system to evade statutory protections against unreasonably high rates.

23. Other railroads transporting wheat to export elevators in the Pacific Northwest do not prevent the shipment by 52-car elevators of shipments of 50 cars or more and do not game the system the way BNSF has done.

24. BNSF control over pricing and operations by Montana short line railroads means that the 48-car train size rule also applies to 52-car elevators served by short line railroads in Montana.

25. BNSF's tariffs reducing shipment sizes at 52-car elevators to 48-cars may cause reductions in operating efficiency for BNSF. On information and belief, BNSF combines most if not all 48-car shipments into larger trains for movement to the ultimate destination. As a result, BNSF's own efficiency reductions are minimized, but the resulting cost savings are not reflected in the R/VC percentages for 48-car shipments.

26. The viability of Montana's 52-car elevators is jeopardized when existing rail rate levels are rendered immune to reasonableness challenge, and when 48-car rate levels from 52-car elevators can be raised significantly while remaining immune to challenge.

27. Many BNSF-served 52-car elevators in Montana have difficulty competing with shuttle elevators served by BNSF, and have experienced higher BNSF rate increases than shuttle elevators. The 52-car elevators assist Montana producers by providing marketing outlets for rotational and pulse crops grown by wheat farmers, and providing a closer marketing point if rail rates do not preclude efforts by such elevators to provide competitive services.



28. The closing of smaller elevators in Montana forces many Montana wheat producers to truck their grain farther to elevators that remain open. This increases producers' truck transportation costs and equipment needs, and increases wear and tear on Montana roads, as well as road maintenance costs borne by Montana and Montana residents.

29. Montana wheat producers receive payments for their wheat that are net of rail transportation costs, that is, rail transportation costs are deducted from payments to farm producers upon sale at the elevator. When rail rates go up, or effectively go up because the same rate applies to 48 cars that formerly applied to 52 cars, Montana wheat producers receive less for their wheat. If BNSF's 48-car rate levels are increased further, Montana wheat producers will receive even less, assuming wheat prices are unchanged.

30. BNSF's 48-car limit undermines the intent of Congress to preserve recourse to regulatory remedies for captive shippers paying unreasonably high rates, through manipulative and artificial imposition of the "make whole" adjustment.

31. BNSF's 48-car limit undermines the integrity of STB policies and procedures intended to protect captive shippers from paying unreasonably high rail rates by "gaming" those policies and procedures.

32. Upon information and belief, BNSF adopted its 48-car shipment size limit with knowledge of and the intent to affect R/VC percentages produced by rates applicable to shipments from 52-car elevators.

33. These effects on R/VCs of BNSF's 48-car limit are likely to be exacerbated if the STB allows the URCS costs of BNSF rail services to be written up due to the premium paid by Berkshire Hathaway to acquire control of BNSF.

34. Assuming for purposes of argument that there are, or BNSF may claim there are, operational reasons for BNSF's 48-car train size limit, those reasons do not make it reasonable for BNSF to manipulate the URCS system and preclude STB recourse for affected grain elevators. If such gaming is successful, more efforts by railroads to immunize high rates from challenge will be likely.

35. Montana does not, in this Complaint, challenge the reasonableness of the levels of BNSF's 48-car grain rates. Many of those rates would be subject to challenge as unreasonable but for BNSF's manipulation of R/VC percentages to avoid exceeding the STB jurisdictional threshold. BNSF's manipulation appears designed to preclude any such challenge.

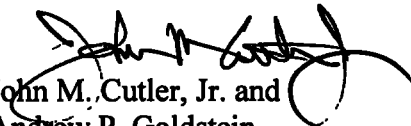
36. The Board can and should find that BNSF's tariffs restricting shipment sizes at 52-car elevators in Montana to 48 cars constitute an unreasonable practice in violation of the Act.

WHEREFORE, Complainant Montana requests that Defendant BNSF be required to answer this Complaint; that a proceeding be instituted under 49 U.S.C. Sections 10704(b), 10704(a)(1), and STB regulations to consider the issues raised by this Complaint; that the Board find the challenged practices unreasonable in violation of applicable law; that the Board enter an order requiring BNSF to cease and desist from its unreasonable practices and accept 52-car shipments at 52-car rates from elevators capable of load-

ing such shipments; and that the Board grant such other relief as is warranted based on the evidence and arguments of record.

Respectfully submitted,

Steve Bullock  
Montana Attorney General  
Anthony Johnstone  
Solicitor  
Montana Department of Justice  
215 North Sanders  
Helena, MT 59620  
(406) 444-2026



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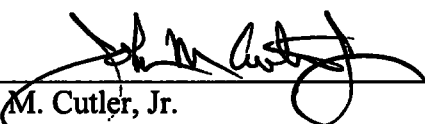
Attorneys for the State of Montana

Dated: July 8, 2010

CERTIFICATE OF SERVICE

I hereby certify that I have this 8<sup>th</sup> day of July, 2010, caused copies of the foregoing Complaint to be served on Defendant BNSF Railway Company by express overnight courier addressed to the following:

Roger Nober, Esq.  
Richard E. Weicher, Esq.  
Law Department  
BNSF Railway Company  
2650 Lou Menk Drive  
Fort Worth, TX 76131

  
\_\_\_\_\_  
John M. Cutler, Jr.

S:\mcd\Montana Complaint Blackline.doc

## APPENDIX A

BNSF RAILWAY COMPANY AG PRODUCTS UNIT P. O. BOX 961051 FORT WORTH, TX 76161-0051 BNSF-4022-L	ISSUED: APR 15, 2008 BOOK: 4 EFFECTIVE: APR 17, 2008 SECTION: C EXPIRES: JUL 31, 2008 PAGE: 1 (R) (E) (ADDITION) REVISION: 0 ITEM: 43413
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FROM SELECTED BNSF STATIONS IN:  
 MINNESOTA, MONTANA, NORTH DAKOTA, SOUTH DAKOTA

TO SELECTED BNSF STATIONS IN:  
 OREGON, WASHINGTON

### GENERAL RULES

- COMBINATION RATE ITEM
- FREIGHT CHARGES MUST BE PREPAID. PRICE APPLIES IN UNITED STATES FUNDS.
- ADD THE DESTINATION RATES TO THE ORIGIN RATES TO ARRIVE AT THE TOTAL THROUGH RATE.

THESE RATES ARE SUBJECT TO OVERLOAD PROVISIONS AS PUBLISHED IN ITEMS 490 THROUGH 540, TARIFF ICC-BNSF 6100 SERIES.

IF 286,000 LB GROSS WEIGHT ON RAIL EQUIPMENT IS FURNISHED, REFER TO ITEM 12164.

MIXED SHIPMENTS OF COMMODITIES ARE GOVERNED BY ITEM 12310, BNSF TARIFF 4022 - SERIES.

- SWITCHING CHARGES AT ORIGIN AND DESTINATION WILL BE ABSORBED UP TO \$85.00. NO MORE THAN \$85.00 PER CAR WILL BE ABSORBED. ANY ADDITIONAL AMOUNT WILL BE ASSESSED.
- PRICE IS SUBJECT TO A FUEL SURCHARGE. A FUEL SURCHARGE WILL BE APPLIED TO THE RATES OR CHARGES IN THIS PRICE AUTHORITY FOR THE SHIPMENT, AS PROVIDED FOR IN ITEM 3375-SERIES OF BNSF RULES BOOK 6100-SERIES. THIS AMOUNT WILL BE ADDED TO THE FREIGHT BILL.
- PRICE APPLIES ON EXPORT SHIPMENTS. THIS RATE CANNOT BE APPLIED ON SHIPMENTS BEFORE 06-01-2008 (START DATE).

### COMMODITY DEFINITIONS

STCC	DESCRIPTION
01137	WHEAT EXC. BUCKWHEAT SEE 01139

### EQUIPMENT DEFINITIONS AND SPECIFIC RULES

- COL 1: - PRICE APPLIES IF MINIMUM TENDER PER SHIPMENT IS 48 CARS AND MAXIMUM NOT GREATER THAN 110 CARS. PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATIONS CODE LO. PRICE APPLIES ON ALL EQUIPMENT REGISTERED IN THE UNIFORM MACHINE LANGUAGE EQUIPMENT REGISTER (UMLER) TO LOAD TO A GROSS WEIGHT OF 268,000 POUNDS. (SEE ITEM 11030 EXCEPTION 1 AND ITEM 12164 OF THIS TARIFF FOR GOVERNING PROVISIONS).
- COL 2: - PRICE APPLIES IF MINIMUM TENDER PER SHIPMENT IS 48 CARS AND MAXIMUM NOT GREATER THAN 110 CARS. PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATIONS CODE LO. PRICE APPLIES ON ALL EQUIPMENT REGISTERED IN THE UNIFORM MACHINE LANGUAGE EQUIPMENT REGISTER (UMLER) TO LOAD TO A GROSS WEIGHT OF 286,000 POUNDS (HEAVY AXLE-HA) (SEE ITEM 11020 EXCEPTION 1 AND ITEM 12164 OF THIS TARIFF FOR GOVERNING PROVISIONS).

LRVSN250-023

| MORE =>

BNSF RAILWAY COMPANY	ISSUED: APR 15, 2008	BOOK: 4
AG PRODUCTS UNIT	EFFECTIVE: APR 17, 2008	SECTION: C
P. O. BOX 961051	EXPIRES: JUL 31, 2008	PAGE: 2
FORT WORTH, TX 76161-0051	(R) (E) (ADDITION)	REVISION: 0
BNSF-4022-L	ITEM: 43413	

## ROUTE DEFINITIONS

ROUTE  
NUMBER  
0001: BNSF DIRECT

## OTHER RULES

RATE REFERENCE NOTE: 0001

- RATES APPLY FOR EXPORT ONLY AT THE FOLLOWING ELEVATORS: COLUMBIA GRAIN AT RIVER GATE AND CLD PACIFIC GRAIN, IRVING ELEVATOR AND O DOCK. ALL CARS MUST BE UNLOADED AT DESTINATION.

LRVSN250-024

| MORE =&gt;

BNSF RAILWAY COMPANY			ISSUED: APR 15, 2008			BOOK: 4		
AG PRODUCTS UNIT			EFFECTIVE: APR 17, 2008			SECTION: C		
P. O. BOX 961051			EXPIRES: JUL 31, 2008			PAGE: 3		
FORT WORTH, TX 76161-0051			(R) (E) (ADDITION)			REVISION: 0		
BNSF-4022-L						ITEM: 43413		
-----								
DESTINATION RATES								
-----								
DESTINATION		RATES - DOLLARS PER CAR						
STATIONS	ST	COL 1	COL 2	COL 3	COL 4	COL 5	C	NOTES
-----								
**OREGON	*							
PORTLAND	OR	0	0	.	.	.	0001	0001
RIVER GATE	OR	0	0	.	.	.		0001
**WASHINGTON	*							
FREDERICKSON	WA	300	327	.	.	.		0001
KALAMA	WA	0	0	.	.	.		0001
SEATTLE	WA	300	327	.	.	.		0001
TACOMA	WA	300	327	.	.	.		0001
VANCOUVER	WA	0	0	.	.	.		0001

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AG PRODUCTS UNIT					EFFECTIVE: APR 17, 2008		SECTION: C	
P. O. BOX 961051					EXPIRES: JUL 31, 2008		PAGE: 4	
FORT WORTH, TX 76161-0051					(R) (E) (ADDITION)		REVISION: 0	
BNSF-4022-L					ITEM: 43413			
ORIGIN RATES								
ORIGIN STATIONS		ST	RATES - DOLLARS PER CAR					C NOTES ROUTE
			COL 1	COL 2	COL 3	COL 4	COL 5	
**MINNESOTA		*						
ALBERTA	MN		3840	4186	.	.	.	0001
ARGYLE	MN		3840	4186	.	.	.	0001
BARNESVILLE	MN		3840	.	.	.	.	0001
BEARDSLEY	MN		3840	.	.	.	.	0001
BELTRAMI	MN		3840	4186	.	.	.	0001
BRECKENRIDGE	MN		3840	4186	.	.	.	0001
CLARA CITY	MN		3840	4186	.	.	.	0001
CLARKFIELD	MN		3840	4186	.	.	.	0001
CROOKSTON	MN		3840	4186	.	.	.	0001
DILWORTH	MN		3840	4186	.	.	.	0001
DORAN	MN		3840	4186	.	.	.	0001
DULUTH	MN		3840	4186	.	.	.	0001
EAST GRAND FORKS	MN		3840	4186	.	.	.	0001
ELDRED	MN		3840	.	.	.	.	0001
ERSKINE	MN		3840	4186	.	.	.	0001
FERGUS FALLS	MN		3840	.	.	.	.	0001
FISHER	MN		3840	4186	.	.	.	0001
FRENCH	MN		3840	4186	.	.	.	0001
GREENBUSH	MN		3840	.	.	.	.	0001
HALLOCK	MN		3840	4186	.	.	.	0001
HANLEY FALLS	MN		3840	4186	.	.	.	0001
HAWLEY	MN		3840	4186	.	.	.	0001
HERMAN	MN		3840	4186	.	.	.	0001
HOLLOWAY	MN		3840	4186	.	.	.	0001
HUMBOLDT	MN		3840	4186	.	.	.	0001
JASPER	MN		3840	4186	.	.	.	0001
KENNEDY	MN		3840	4186	.	.	.	0001
LOUISBURG	MN		3840	.	.	.	.	0001
MINNEAPOLIS	MN		3840	4186	.	.	.	0001
MORRIS	MN		3840	4186	.	.	.	0001
MURDOCK	MN		3840	4186	.	.	.	0001
ROSEAU	MN		3840	.	.	.	.	0001
ROTHSAY	MN		3840	.	.	.	.	0001
SABIN	MN		3840	.	.	.	.	0001
SHELLY	MN		3840	.	.	.	.	0001
ST HILAIRE	MN		3840	.	.	.	.	0001
STEPHEN	MN		3840	4186	.	.	.	0001
THIEF RIVER FALLS	MN		3840	.	.	.	.	0001
ULEN	MN		3840	4186	.	.	.	0001
**MONTANA		*						
BAKER	MT		3493	3807	.	.	.	0001
BELGRADE	MT		2417	2635	.	.	.	0001
BIG SANDY	MT		2996	3266	.	.	.	0001
LRVSN250-026								MORE =>



BNSF RAILWAY COMPANY				ISSUED: APR 15, 2008				BOOK: 4		
AG PRODUCTS UNIT				EFFECTIVE: APR 17, 2008				SECTION: C		
P. O. BOX 961051				EXPIRES: JUL 31, 2008				PAGE: 5		
FORT WORTH, TX 76161-0051				(R) (E) (ADDITION)				REVISION: 0		
BNSF-4022-L								ITEM: 43413		
ORIGIN RATES										
ORIGIN STATIONS		ST	RATES - DOLLARS PER CAR					C	NOTES	ROUTE
			COL 1	COL 2	COL 3	COL 4	COL 5			
BIG TIMBER	MT		2489	2713	.	.	.			0001
BILLINGS	MT		2828	3083	.	.	.			0001
CARTER	MT		2827	3081	.	.	.			0001
CHOTEAU	MT		2781	3031	.	.	.			0001
COLLINS	MT		2781	3031	.	.	.			0001
CONRAD	MT		2781	3031	.	.	.			0001
CUT BANK	MT		2680	2921	.	.	.			0001
DUTTON	MT		2781	3031	.	.	.			0001
FT BENTON	MT		2871	3129	.	.	.			0001
GILDFORD	MT		2935	3199	.	.	.			0001
GLASGOW	MT		3372	3675	.	.	.			0001
GLENDIVE	MT		3452	3763	.	.	.			0001
GREAT FALLS	MT		2781	3031	.	.	.			0001
GROVE	MT		2871	3129	.	.	.			0001
HARDIN	MT		2968	3235	.	.	.			0001
HARLEM	MT		3084	3362	.	.	.			0001
HARRISON	MT		2371	.	.	.	.			0001
HAVRE	MT		2996	3266	.	.	.			0001
JOPLIN	MT		2890	3150	.	.	.			0001
KALISPELL	MT		1739	.	.	.	.			0001
KASA POINT	MT		3464	3776	.	.	.			0001
KERSHAW	MT		2871	3129	.	.	.			0001
LAUREL	MT		2724	2969	.	.	.			0001
LOUISVILLE	MT		2382	2596	.	.	.			0001
LUDINGTON	MT		3580	.	.	.	.			0001
MACON	MT		3475	3788	.	.	.			0001
MANHATTAN	MT		2408	2625	.	.	.			0001
MEDICINE LAKE	MT		3591	.	.	.	.			0001
MERC	MT		3591	3914	.	.	.			0001
MERIWETHER	MT		2637	2874	.	.	.			0001
MILES CITY	MT		3285	3581	.	.	.			0001
MOCCASIN	MT		2871	3129	.	.	.			0001
MOCCASIN CM	MT		2871	.	.	.	.			0001
MOORE	MT		2871	3129	.	.	.			0001
PLAINS	MT		2016	2197	.	.	.			0001
POLSON	MT		2016	2197	.	.	.			0001
POMPEYS PILLAR	MT		2853	3110	.	.	.			0001
POPLAR	MT		3503	3818	.	.	.			0001
RONAN	MT		2016	2197	.	.	.			0001
RUDYARD	MT		2911	3173	.	.	.			0001
SHELBY	MT		2781	3031	.	.	.			0001
SIDNEY	MT		3551	.	.	.	.			0001
STANLEY	MT		2382	.	.	.	.			0001
SWEET GRASS	MT		2860	3117	.	.	.			0001
LRVSN250-027										MORE ==>

BNSF RAILWAY COMPANY				ISSUED: APR 15, 2008				BOOK: 4		
AG PRODUCTS UNIT				EFFECTIVE: APR 17, 2008				SECTION: C		
P. O. BOX 961051				EXPIRES: JUL 31, 2008				PAGE: 6		
FORT WORTH, TX 76161-0051				(R) (E) (ADDITION)				REVISION: 0		
BNSF-4022-L								ITEM: 43413		
ORIGIN RATES										
ORIGIN STATIONS		ST	RATES - DOLLARS PER CAR					C	NOTES	ROUTE
			COL 1	COL 2	COL 3	COL 4	COL 5			
THREE FORKS		MT	2396	2612	.	.	.			0001
TIBER		MT	2859	3116	.	.	.			0001
TOSTON		MT	2371	2584	.	.	.			0001
TOWNSEND		MT	2360	2572	.	.	.			0001
VALIER		MT	2781	3031	.	.	.			0001
WEEKSVILLE		MT	2016	2197	.	.	.			0001
WOLF POINT		MT	3464	3776	.	.	.			0001
**NORTH DAKOTA		*								
ALTON		ND	3840	4186	.	.	.			0001
ANETA		ND	3840	.	.	.	.			0001
ARTHUR		ND	3840	.	.	.	.			0001
ARVILLA		ND	3840	4186	.	.	.			0001
AYR		ND	3840	4186	.	.	.			0001
BARLOW		ND	3840	.	.	.	.			0001
BEACH		ND	3530	3848	.	.	.			0001
BEREA		ND	3840	4186	.	.	.			0001
BERLIN		ND	3840	.	.	.	.			0001
BERNARD		ND	3840	4186	.	.	.			0001
BERTHOLD		ND	3778	4118	.	.	.			0001
BEULAH		ND	3744	.	.	.	.			0001
BISBEE		ND	3840	4186	.	.	.			0001
BISMARCK		ND	3685	4017	.	.	.			0001
BOTTINEAU		ND	3840	4186	.	.	.			0001
BOWBELLS		ND	3688	4020	.	.	.			0001
BOWMAN		ND	3526	3843	.	.	.			0001
BOYLE		ND	3565	3886	.	.	.			0001
BUCHANAN		ND	3840	.	.	.	.			0001
BUFFALO		ND	3840	4186	.	.	.			0001
CALVIN		ND	3840	.	.	.	.			0001
CANDO		ND	3840	4186	.	.	.			0001
CARRINGTON		ND	3840	.	.	.	.			0001
CASSELTON		ND	3840	4186	.	.	.			0001
CAVALIER		ND	3840	.	.	.	.			0001
CHURCHS FERRY		ND	3840	4186	.	.	.			0001
CLEVELAND		ND	3840	4186	.	.	.			0001
CLIFFORD		ND	3840	.	.	.	.			0001
COLFAX		ND	3840	.	.	.	.			0001
CRETE		ND	3840	.	.	.	.			0001
CROSBY		ND	3775	.	.	.	.			0001
CRYSTAL		ND	3840	.	.	.	.			0001
DEVILS LAKE		ND	3840	4186	.	.	.			0001
DICKINSON		ND	3563	3884	.	.	.			0001
DOYON		ND	3840	4186	.	.	.			0001
DRAYTON		ND	3840	.	.	.	.			0001
LRVSN250-028										
MORE ==>										

BNSF RAILWAY COMPANY				ISSUED: APR 15, 2008				BOOK: 4		
AG PRODUCTS UNIT				EFFECTIVE: APR 17, 2008				SECTION: C		
P. O. BOX 961051				EXPIRES: JUL 31, 2008				PAGE: 7		
FORT WORTH, TX 76161-0051				(R) (E) (ADDITION)				REVISION: 0		
BNSF-4022-L								ITEM: 43413		
ORIGIN RATES										
ORIGIN STATIONS		ST	RATES - DOLLARS PER CAR					C	NOTES	ROUTE
			COL 1	COL 2	COL 3	COL 4	COL 5			
EDGELEY	ND		3840	4186	.	.	.			0001
EDINBURG	ND		3840	.	.	.	.			0001
EDMORE	ND		3840	.	.	.	.			0001
ELDRIDGE	ND		3840	4186	.	.	.			0001
FAIRMOUNT	ND		3840	.	.	.	.			0001
FINLEY	ND		3840	4186	.	.	.			0001
FOREST RIVER	ND		3840	.	.	.	.			0001
GALCHUTT	ND		3840	.	.	.	.			0001
GALESBURG	ND		3840	.	.	.	.			0001
GARDNER	ND		3840	4186	.	.	.			0001
GLASSTON	ND		3840	.	.	.	.			0001
GLEN ULLIN	ND		3690	4022	.	.	.			0001
GRACE CITY	ND		3840	4186	.	.	.			0001
GRAFTON	ND		3840	.	.	.	.			0001
GRAND FORKS	ND		3840	4186	.	.	.			0001
GWINNER	ND		3840	4186	.	.	.			0001
HAMBERG	ND		3840	4186	.	.	.			0001
HAMPDEN	ND		3840	.	.	.	.			0001
HATTON	ND		3840	.	.	.	.			0001
HEBRON	ND		3652	3981	.	.	.			0001
HENSEL	ND		3840	.	.	.	.			0001
HENSLER	ND		3690	4022	.	.	.			0001
HILLSBORO	ND		3840	4186	.	.	.			0001
HOOPLE	ND		3840	.	.	.	.			0001
HOPE	ND		3840	.	.	.	.			0001
HORACE	ND		3840	.	.	.	.			0001
HUNTER	ND		3840	.	.	.	.			0001
JAMESTOWN	ND		3840	4186	.	.	.			0001
JOLIETTE	ND		3840	.	.	.	.			0001
KELSO	ND		3840	4186	.	.	.			0001
KINDRED	ND		3840	4186	.	.	.			0001
LA MOURE	ND		3840	.	.	.	.			0001
LAKOTA	ND		3840	4186	.	.	.			0001
LANGDON	ND		3840	.	.	.	.			0001
LIDGERWOOD	ND		3840	.	.	.	.			0001
LIGNITE	ND		3804	.	.	.	.			0001
LISBON	ND		3840	.	.	.	.			0001
LUVERNE	ND		3840	4186	.	.	.			0001
LYNCHBURG	ND		3840	4186	.	.	.			0001
MADDOCK	ND		3840	.	.	.	.			0001
MAYVILLE	ND		3840	4186	.	.	.			0001
MCVILLE	ND		3840	.	.	.	.			0001
MILNOR	ND		3840	.	.	.	.			0001
MILTON	ND		3840	4186	.	.	.			0001
LRVSN250-029										MORE =>

BNSF RAILWAY COMPANY				ISSUED: APR 15, 2008				BOOK:	4
AG PRODUCTS UNIT				EFFECTIVE: APR 17, 2008				SECTION:	C
P. O. BOX 961051				EXPIRES: JUL 31, 2008				PAGE:	8
FORT WORTH, TX 76161-0051				(R) (E) (ADDITION)				REVISION:	0
BNSF-4022-L								ITEM:	43413
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ORIGIN RATES									
-----									
ORIGIN		RATES - DOLLARS PER CAR							
STATIONS	ST	COL 1	COL 2	COL 3	COL 4	COL 5	C	NOTES	ROUTE
-----									
MINOT	ND	3840	4186	.	.	.			0001
MINTO	ND	3840	.	.	.	.			0001
MOORETON	ND	3840	.	.	.	.			0001
MUNICH	ND	3840	.	.	.	.			0001
NEW ROCKFORD	ND	3840	.	.	.	.			0001
NEW SALEM	ND	3688	4020	.	.	.			0001
NIAGARA	ND	3840	4186	.	.	.			0001
NILES	ND	3840	4186	.	.	.			0001
NIOBE	ND	3821	.	.	.	.			0001
NOONAN	ND	3786	.	.	.	.			0001
NORTH GRAND FORKS	ND	3840	4186	.	.	.			0001
NORTHGATE	ND	3688	4020	.	.	.			0001
NORTHWOOD	ND	3840	.	.	.	.			0001
NORWICH	ND	3840	4186	.	.	.			0001
OAKES	ND	3840	.	.	.	.			0001
OBERON	ND	3840	4186	.	.	.			0001
OSNABROCK	ND	3840	4186	.	.	.			0001
PAGE	ND	3840	.	.	.	.			0001
PEAK	ND	3840	4186	.	.	.			0001
PETERSBURG	ND	3840	4186	.	.	.			0001
PINGREE	ND	3840	.	.	.	.			0001
PORTLAND	ND	3840	.	.	.	.			0001
POWERS LAKE	ND	3751	.	.	.	.			0001
PROSPER	ND	3840	.	.	.	.			0001
RAY	ND	3678	4009	.	.	.			0001
REEDER	ND	3642	3970	.	.	.			0001
REYNOLDS	ND	3840	4186	.	.	.			0001
ROLLA	ND	3840	.	.	.	.			0001
ROSS	ND	3738	4074	.	.	.			0001
RUGBY	ND	3840	4186	.	.	.			0001
SCRANTON	ND	3538	3856	.	.	.			0001
SHELDON	ND	3840	.	.	.	.			0001
SHEYENNE	ND	3840	.	.	.	.			0001
STANLEY	ND	3751	4089	.	.	.			0001
STERLING	ND	3680	4011	.	.	.			0001
THOMPSON	ND	3840	4186	.	.	.			0001
TOLNA	ND	3840	.	.	.	.			0001
VALLEY CITY	ND	3840	4186	.	.	.			0001
WALHALLA	ND	3840	.	.	.	.			0001
WILLISTON	ND	3638	3965	.	.	.			0001
WILLOW CITY	ND	3840	4186	.	.	.			0001
WINDSOR	ND	3840	4186	.	.	.			0001
WOODWORTH	ND	3840	.	.	.	.			0001
YPSILANTI	ND	3840	.	.	.	.			0001
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LRVSN250-030								MORE ==>	

BNSF RAILWAY COMPANY				ISSUED: APR 15, 2008				BOOK: 4	
AG PRODUCTS UNIT				EFFECTIVE: APR 17, 2008				SECTION: C	
P. O. BOX 961051				EXPIRES: JUL 31, 2008				PAGE: 9	
FORT WORTH, TX 76161-0051				(R) (E) (ADDITION)				REVISION: 0	
BNSF-4022-L								ITEM: 43413	
-----									
ORIGIN RATES									
-----									
ORIGIN		RATES - DOLLARS PER CAR							
STATIONS	ST	COL 1	COL 2	COL 3	COL 4	COL 5	C	NOTES	ROUTE
-----									
**SOUTH DAKOTA *									
ABERDEEN	SD	3840	4186	.	.	.			0001
ALPENA	SD	3840	4186	.	.	.			0001
BEARDSLEY	SD	3840	4186	.	.	.			0001
BOWDLE	SD	3840	4186	.	.	.			0001
BRISTOL	SD	3840	4186	.	.	.			0001
CRAVEN	SD	3840	4186	.	.	.			0001
EMERY	SD	3840	4186	.	.	.			0001
GREBNER	SD	3840	4186	.	.	.			0001
GROTON	SD	3840	4186	.	.	.			0001
HAZEL	SD	3840	.	.	.	.			0001
HURON	SD	3840	.	.	.	.			0001
IPSWICH	SD	3840	4186	.	.	.			0001
LEMMON	SD	3674	4005	.	.	.			0001
MADISON	SD	3661	3990	.	.	.			0001
MARION	SD	3840	4186	.	.	.			0001
MCLAUGHLIN	SD	3840	4186	.	.	.			0001
MELLETT	SD	3840	4186	.	.	.			0001
MILBANK	SD	3840	4186	.	.	.			0001
MITCHELL	SD	3840	4186	.	.	.			0001
PARKSTON	SD	3840	4186	.	.	.			0001
ROSCOE	SD	3840	4186	.	.	.			0001
SELBY	SD	3840	4186	.	.	.			0001
SUN PRODUCTS	SD	3840	4186	.	.	.			0001
TRIPP	SD	3840	4186	.	.	.			0001
TULARE	SD	3840	4186	.	.	.			0001
VIENNA	SD	3840	.	.	.	.			0001
WARNER	SD	3840	4186	.	.	.			0001
WATERTOWN	SD	3840	.	.	.	.			0001
WEST MILBANK	SD	3840	4186	.	.	.			0001
WILLOW LAKE	SD	3840	.	.	.	.			0001
WOLSEY	SD	3840	4186	.	.	.			0001
YALE	SD	3840	.	.	.	.			0001
-----									
LRVSN250-031								END	

## APPENDIX B

BNSF RAILWAY COMPANY	ISSUED: MAR 10, 2009	BOOK: 4
AG PRODUCTS UNIT	EFFECTIVE: MAR 12, 2009	SECTION: C
P. O. BOX 961051	EXPIRES: JUL 31, 2009	PAGE: 1
FORT WORTH, TX 76161-0051	(E)	REVISION: 1
BNSF-4022-M	START: APR 01, 2009	ITEM: 43400

FROM SELECTED BNSF STATIONS IN:  
MINNESOTA, MONTANA, NORTH DAKOTA, SOUTH DAKOTA

TO SELECTED BNSF STATIONS IN:  
OREGON, WASHINGTON

GENERAL RULES

- COMBINATION RATE ITEM

- FREIGHT CHARGES MUST BE PREPAID. PRICE APPLIES IN UNITED STATES FUNDS.

- ADD THE DESTINATION RATES TO THE ORIGIN RATES TO ARRIVE AT THE TOTAL THROUGH RATE.

THESE RATES ARE SUBJECT TO OVERLOAD PROVISIONS AS PUBLISHED IN ITEMS 490 THROUGH 540, TARIFF ICC-BNSF 6100 SERIES.

IF 286,000 LB GROSS WEIGHT ON RAIL EQUIPMENT IS FURNISHED, REFER TO ITEM 12164.

MIXED SHIPMENTS OF COMMODITIES ARE GOVERNED BY ITEM 12310, BNSF TARIFF 4022 - SERIES.

- PRICE IS SUBJECT TO A FUEL SURCHARGE. A FUEL SURCHARGE WILL BE APPLIED TO THE RATES OR CHARGES IN THIS PRICE AUTHORITY FOR THE SHIPMENT, AS PROVIDED FOR IN ITEM 3375-SERIES OF BNSF RULES BOOK 6100-SERIES. THIS AMOUNT WILL BE ADDED TO THE FREIGHT BILL.

- PRICE APPLIES ON EXPORT SHIPMENTS.

- SWITCHING CHARGES AT ORIGIN AND DESTINATION WILL BE ABSORBED UP TO \$160.00. NO MORE THAN \$160.00 PER CAR WILL BE ABSORBED. ANY ADDITIONAL AMOUNT WILL BE ASSESSED.

- THIS RATE CANNOT BE APPLIED ON SHIPMENTS BEFORE 04-01-2009 (START DATE).

COMMODITY DEFINITIONS

STCC	DESCRIPTION
01137	WHEAT EXC. BUCKWHEAT SEE 01139

EQUIPMENT DEFINITIONS AND SPECIFIC RULES

COL 1: - PRICE APPLIES IF TENDER PER SHIPMENT IS 48 CARS. PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATIONS CODE LO. PRICE APPLIES ON ALL EQUIPMENT REGISTERED IN THE UNIFORM MACHINE LANGUAGE EQUIPMENT REGISTER (UMLER) TO LOAD TO A GROSS WEIGHT OF 268,000 POUNDS. (SEE ITEM 11030 EXCEPTION 1 AND ITEM 12164 OF THIS TARIFF FOR GOVERNING PROVISIONS).

COL 2: - PRICE APPLIES IF TENDER PER SHIPMENT IS 48 CARS. PRICE APPLIES IN COVERED HOPPERS, WITH MECHANICAL DESIGNATIONS CODE LO. PRICE APPLIES ON ALL EQUIPMENT REGISTERED IN THE UNIFORM MACHINE LANGUAGE EQUIPMENT REGISTER (UMLER) TO LOAD TO A GROSS WEIGHT OF 286,000 POUNDS (HEAVY AXLE-HA) (SEE ITEM 11020 EXCEPTION 1 AND ITEM 12164 OF THIS TARIFF FOR GOVERNING PROVISIONS).

MRVSN009-059

| MORE ==>

BNSF RAILWAY COMPANY	ISSUED: MAR 10, 2009	BOOK: 4
AG PRODUCTS UNIT	EFFECTIVE: MAR 12, 2009	SECTION: C
P. O. BOX 961051	EXPIRES: JUL 31, 2009	PAGE: 2
FORT WORTH, TX 76161-0051	(E)	REVISION: 1
BNSF-4022-M	START: APR 01, 2009	ITEM: 43400

ROUTE DEFINITIONS	
ROUTE NUMBER	
0001:	BNSF DIRECT

OTHER RULES	
RATE REFERENCE NOTE: 0001	
- RATES APPLY FOR EXPORT ONLY AT THE FOLLOWING ELEVATORS: COLUMBIA GRAIN AT RIVER GATE AND CLD PACIFIC GRAIN, IRVING ELEVATOR AND O DOCK. ALL CARS MUST BE UNLOADED AT DESTINATION.	

MRVSN009-060	MORE =>
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BNSF RAILWAY COMPANY			ISSUED: MAR 10, 2009			BOOK: 4				
AG PRODUCTS UNIT			EFFECTIVE: MAR 12, 2009			SECTION: C				
P. O. BOX 961051			EXPIRES: JUL 31, 2009			PAGE: 3				
FORT WORTH, TX 76161-0051			(E)			REVISION: 1				
BNSF-4022-M			START: APR 01, 2009			ITEM: 43400				
-----										
DESTINATION RATES										
-----										
DESTINATION STATIONS		ST	RATES - DOLLARS PER CAR					C	NOTES	ROUTE
			COL 1	COL 2	COL 3	COL 4	COL 5			
**OREGON		*								
PORTLAND	OR		0	0	.	.	.		0001	0001
RIVER GATE	OR		0	0	.	.	.			0001
**WASHINGTON		*								
FREDERICKSON	WA		375	409	.	.	.			0001
KALAMA	WA		0	0	.	.	.			0001
SEATTLE	WA		375	409	.	.	.			0001
TACOMA	WA		375	409	.	.	.			0001
VANCOUVER	WA		0	0	.	.	.			0001
-----										
MRVSN009-061										
										MORE =>



BNSF RAILWAY COMPANY				ISSUED: MAR 10, 2009				BOOK: 4
AG PRODUCTS UNIT				EFFECTIVE: MAR 12, 2009				SECTION: C
P. O. BOX 961051				EXPIRES: JUL 31, 2009				PAGE: 4
FORT WORTH, TX 76161-0051				(E)				REVISION: 1
BNSF-4022-M				START: APR 01, 2009				ITEM: 43400
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ORIGIN RATES								
-----								
ORIGIN STATIONS		ST	RATES - DOLLARS PER CAR					C NOTES ROUTE
			COL 1	COL 2	COL 3	COL 4	COL 5	
-----								
**MINNESOTA		*						
ALBERTA	MN		3940	4295	.	.	.	0001
ARGYLE	MN		3940	4295	.	.	.	0001
BARNESVILLE	MN		3940	.	.	.	.	0001
BEARDSLEY	MN		3940	.	.	.	.	0001
BELTRAMI	MN		3940	4295	.	.	.	0001
BRECKENRIDGE	MN		3940	4295	.	.	.	0001
CLARA CITY	MN		3940	4295	.	.	.	0001
CLARKFIELD	MN		3940	4295	.	.	.	0001
CROOKSTON	MN		3940	4295	.	.	.	0001
DILWORTH	MN		3940	4295	.	.	.	0001
DORAN	MN		3940	4295	.	.	.	0001
DULUTH	MN		3940	4295	.	.	.	0001
EAST GRAND FORKS	MN		3940	4295	.	.	.	0001
ELDRED	MN		3940	.	.	.	.	0001
ERSKINE	MN		3940	4295	.	.	.	0001
FERGUS FALLS	MN		3940	.	.	.	.	0001
FISHER	MN		3940	4295	.	.	.	0001
FRENCH	MN		3940	4295	.	.	.	0001
GREENBUSH	MN		3940	.	.	.	.	0001
HALLOCK	MN		3940	4295	.	.	.	0001
HANLEY FALLS	MN		3940	4295	.	.	.	0001
HAWLEY	MN		3940	4295	.	.	.	0001
HERMAN	MN		3940	4295	.	.	.	0001
HOLLOWAY	MN		3940	4295	.	.	.	0001
HUMBOLDT	MN		3940	4295	.	.	.	0001
JASPER	MN		3940	4295	.	.	.	0001
KENNEDY	MN		3940	4295	.	.	.	0001
LOUISBURG	MN		3940	.	.	.	.	0001
MINNEAPOLIS	MN		3940	4295	.	.	.	0001
MORRIS	MN		3940	4295	.	.	.	0001
MURDOCK	MN		3940	4295	.	.	.	0001
ROSEAU	MN		3940	.	.	.	.	0001
ROTHSAY	MN		3940	.	.	.	.	0001
SABIN	MN		3940	.	.	.	.	0001
SHELLY	MN		3940	.	.	.	.	0001
ST HILAIRE	MN		3940	.	.	.	.	0001
STEPHEN	MN		3940	4295	.	.	.	0001
THIEF RIVER FALLS	MN		3940	.	.	.	.	0001
ULEN	MN		3940	4295	.	.	.	0001
**MONTANA		*						
BAKER	MT		3593	3916	.	.	.	0001
BELGRADE	MT		2517	2744	.	.	.	0001
BIG SANDY	MT		3096	3375	.	.	.	0001
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MRVSN009-062								MORE ==>

BNSF RAILWAY COMPANY				ISSUED: MAR 10, 2009				BOOK: 4	
AG PRODUCTS UNIT				EFFECTIVE: MAR 12, 2009				SECTION: C	
P. O. BOX 961051				EXPIRES: JUL 31, 2009				PAGE: 5	
FORT WORTH, TX 76161-0051				(E)				REVISION: 1	
BNSF-4022-M				START: APR 01, 2009				ITEM: 43400	
ORIGIN RATES									
ORIGIN STATION									
RATES - DOLLARS PER CAR									
STATION	ST	COL 1	COL 2	COL 3	COL 4	COL 5	C	NOTES	ROUTE
BIG TIMBER	MT	2589	2822	.	.	.			0001
BILLINGS	MT	2928	3192	.	.	.			0001
CARTER	MT	2927	3190	.	.	.			0001
CHOTEAU	MT	2881	3140	.	.	.			0001
COLLINS	MT	2881	3140	.	.	.			0001
CONRAD	MT	2881	3140	.	.	.			0001
CUT BANK	MT	2780	3030	.	.	.			0001
DUTTON	MT	2881	3140	.	.	.			0001
FT BENTON	MT	2971	3238	.	.	.			0001
GILDFORD	MT	3035	3308	.	.	.			0001
GLASGOW	MT	3472	3784	.	.	.			0001
GLENDIVE	MT	3552	3872	.	.	.			0001
GREAT FALLS	MT	2881	3140	.	.	.			0001
GROVE	MT	2971	3238	.	.	.			0001
HARDIN	MT	3068	3344	.	.	.			0001
HARLEM	MT	3184	3471	.	.	.			0001
HARRISON	MT	2471	.	.	.	.			0001
HAVRE	MT	3096	3375	.	.	.			0001
JOPLIN	MT	2990	3259	.	.	.			0001
KALISPELL	MT	1839	.	.	.	.			0001
KASA POINT	MT	3564	3885	.	.	.			0001
KERSHAW	MT	2971	3238	.	.	.			0001
LAUREL	MT	2824	3078	.	.	.			0001
LOUISVILLE	MT	2482	2705	.	.	.			0001
LUDINGTON	MT	3680	.	.	.	.			0001
MACON	MT	3575	3897	.	.	.			0001
MANHATTAN	MT	2508	2734	.	.	.			0001
MEDICINE LAKE	MT	3691	.	.	.	.			0001
MERC	MT	3691	4023	.	.	.			0001
MERIWETHER	MT	2737	2983	.	.	.			0001
MILES CITY	MT	3385	3690	.	.	.			0001
MOCCASIN	MT	2971	3238	.	.	.			0001
MOCCASIN CM	MT	2971	.	.	.	.			0001
MOORE	MT	2971	3238	.	.	.			0001
PLAINS	MT	2116	2306	.	.	.			0001
POLSON	MT	2116	2306	.	.	.			0001
POMPEYS PILLAR	MT	2953	3219	.	.	.			0001
POPLAR	MT	3603	3927	.	.	.			0001
RONAN	MT	2116	2306	.	.	.			0001
RUDYARD	MT	3011	3282	.	.	.			0001
SHELBY	MT	2881	3140	.	.	.			0001
SIDNEY	MT	3651	.	.	.	.			0001
STANLEY	MT	2482	.	.	.	.			0001
SWEET GRASS	MT	2960	3226	.	.	.			0001
MRVSN009-063								MORE =>	

BNSF RAILWAY COMPANY				ISSUED: MAR 10, 2009				BOOK: 4		
AG PRODUCTS UNIT				EFFECTIVE: MAR 12, 2009				SECTION: C		
P. O. BOX 961051				EXPIRES: JUL 31, 2009				PAGE: 6		
FORT WORTH, TX 76161-0051				(E)				REVISION: 1		
BNSF-4022-M				START: APR 01, 2009				ITEM: 43400		
ORIGIN RATES										
ORIGIN STATIONS		ST	RATES - DOLLARS PER CAR					C	NOTES	ROUTE
			COL 1	COL 2	COL 3	COL 4	COL 5			
THREE FORKS		MT	2496	2721	.	.	.			0001
TIBER		MT	2959	3225	.	.	.			0001
TOSTON		MT	2471	2693	.	.	.			0001
TOWNSEND		MT	2460	2681	.	.	.			0001
VALIER		MT	2881	3140	.	.	.			0001
WEEKSVILLE		MT	2116	2306	.	.	.			0001
WOLF POINT		MT	3564	3885	.	.	.			0001
**NORTH DAKOTA		*								
ALTON		ND	3940	4295	.	.	.			0001
ANETA		ND	3940	.	.	.	.			0001
ARTHUR		ND	3940	.	.	.	.			0001
ARVILLA		ND	3940	4295	.	.	.			0001
AYR		ND	3940	4295	.	.	.			0001
BARLOW		ND	3940	.	.	.	.			0001
BEACH		ND	3630	3957	.	.	.			0001
BEREA		ND	3940	4295	.	.	.			0001
BERLIN		ND	3940	.	.	.	.			0001
BERNARD		ND	3940	4295	.	.	.			0001
BERTHOLD		ND	3878	4227	.	.	.			0001
BEULAH		ND	3844	.	.	.	.			0001
BISBEE		ND	3940	4295	.	.	.			0001
BISMARCK		ND	3785	4126	.	.	.			0001
BOTTINEAU		ND	3940	4295	.	.	.			0001
BOWBELLS		ND	3788	4129	.	.	.			0001
BOWMAN		ND	3626	3952	.	.	.			0001
BOYLE		ND	3665	3995	.	.	.			0001
BUCHANAN		ND	3940	.	.	.	.			0001
BUFFALO		ND	3940	4295	.	.	.			0001
CALVIN		ND	3940	.	.	.	.			0001
CANDO		ND	3940	4295	.	.	.			0001
CARRINGTON		ND	3940	.	.	.	.			0001
CASSELTON		ND	3940	4295	.	.	.			0001
CAVALIER		ND	3940	.	.	.	.			0001
CHURCHS FERRY		ND	3940	4295	.	.	.			0001
CLEVELAND		ND	3940	4295	.	.	.			0001
CLIFFORD		ND	3940	.	.	.	.			0001
COLFAX		ND	3940	.	.	.	.			0001
CRETE		ND	3940	.	.	.	.			0001
CROSBY		ND	3875	.	.	.	.			0001
CRYSTAL		ND	3940	.	.	.	.			0001
DEVILS LAKE		ND	3940	4295	.	.	.			0001
DICKINSON		ND	3663	3993	.	.	.			0001
DOYON		ND	3940	4295	.	.	.			0001
DRAYTON		ND	3940	.	.	.	.			0001
MRVSN009-064										
MORE ==>										

BNSF RAILWAY COMPANY				ISSUED: MAR 10, 2009		BOOK: 4				
AG PRODUCTS UNIT				EFFECTIVE: MAR 12, 2009		SECTION: C				
P. O. BOX 961051				EXPIRES: JUL 31, 2009		PAGE: 7				
FORT WORTH, TX 76161-0051				(E)		REVISION: 1				
BNSF-4022-M				START: APR 01, 2009		ITEM: 43400				
ORIGIN RATES										
ORIGIN STATIONS		ST	RATES - DOLLARS PER CAR					C	NOTES	ROUTE
EDGELEY	ND	3940	4295	.	.	.	.	.		0001
EDINBURG	ND	3940	.	.	.	.	.	.		0001
EDMORE	ND	3940	.	.	.	.	.	.		0001
ELDRIDGE	ND	3940	4295	.	.	.	.	.		0001
FAIRMOUNT	ND	3940	.	.	.	.	.	.		0001
FINLEY	ND	3940	4295	.	.	.	.	.		0001
FOREST RIVER	ND	3940	.	.	.	.	.	.		0001
GALCHUTT	ND	3940	.	.	.	.	.	.		0001
GALESBURG	ND	3940	.	.	.	.	.	.		0001
GARDNER	ND	3940	4295	.	.	.	.	.		0001
GLASSTON	ND	3940	.	.	.	.	.	.		0001
GLEN ULLIN	ND	3790	4131	.	.	.	.	.		0001
GRACE CITY	ND	3940	4295	.	.	.	.	.		0001
GRAFTON	ND	3940	.	.	.	.	.	.		0001
GRAND FORKS	ND	3940	4295	.	.	.	.	.		0001
GWINNER	ND	3940	4295	.	.	.	.	.		0001
HAMBERG	ND	3940	4295	.	.	.	.	.		0001
HAMPDEN	ND	3940	.	.	.	.	.	.		0001
HATTON	ND	3940	.	.	.	.	.	.		0001
HEBRON	ND	3752	4090	.	.	.	.	.		0001
HENSEL	ND	3940	.	.	.	.	.	.		0001
HENSLEY	ND	3790	4131	.	.	.	.	.		0001
HILLSBORO	ND	3940	4295	.	.	.	.	.		0001
HOOPLE	ND	3940	.	.	.	.	.	.		0001
HOPE	ND	3940	.	.	.	.	.	.		0001
HORACE	ND	3940	.	.	.	.	.	.		0001
HUNTER	ND	3940	.	.	.	.	.	.		0001
JAMESTOWN	ND	3940	4295	.	.	.	.	.		0001
JOLIETTE	ND	3940	.	.	.	.	.	.		0001
KELSO	ND	3940	4295	.	.	.	.	.		0001
KINDRED	ND	3940	4295	.	.	.	.	.		0001
LA MOURE	ND	3940	.	.	.	.	.	.		0001
LAKOTA	ND	3940	4295	.	.	.	.	.		0001
LANGDON	ND	3940	.	.	.	.	.	.		0001
LIDGERWOOD	ND	3940	.	.	.	.	.	.		0001
LIGNITE	ND	3904	.	.	.	.	.	.		0001
LISBON	ND	3940	.	.	.	.	.	.		0001
LUVERNE	ND	3940	4295	.	.	.	.	.		0001
LYNCHBURG	ND	3940	4295	.	.	.	.	.		0001
MADDOCK	ND	3940	.	.	.	.	.	.		0001
MAYVILLE	ND	3940	4295	.	.	.	.	.		0001
MCVILLE	ND	3940	.	.	.	.	.	.		0001
MILNOR	ND	3940	.	.	.	.	.	.		0001
MILTON	ND	3940	4295	.	.	.	.	.		0001
MRVSN009-065   MORE ==>										

BNSF RAILWAY COMPANY				ISSUED: MAR 10, 2009				BOOK: 4		
AG PRODUCTS UNIT				EFFECTIVE: MAR 12, 2009				SECTION: C		
P. O. BOX 961051				EXPIRES: JUL 31, 2009				PAGE: 8		
FORT WORTH, TX 76161-0051				(E)				REVISION: 1		
BNSF-4022-M				START: APR 01, 2009				ITEM: 43400		
ORIGIN RATES										
ORIGIN STATIONS		ST	RATES - DOLLARS PER CAR					C	NOTES	ROUTE
			COL 1	COL 2	COL 3	COL 4	COL 5			
MINOT	ND		3940	4295	.	.	.			0001
MINTO	ND		3940	.	.	.	.			0001
MOORETON	ND		3940	.	.	.	.			0001
MUNICH	ND		3940	.	.	.	.			0001
NEW ROCKFORD	ND		3940	.	.	.	.			0001
NEW SALEM	ND		3788	4129	.	.	.			0001
NIAGARA	ND		3940	4295	.	.	.			0001
NILES	ND		3940	4295	.	.	.			0001
NIOBE	ND		3921	.	.	.	.			0001
NOONAN	ND		3886	.	.	.	.			0001
NORTH GRAND FORKS	ND		3940	4295	.	.	.			0001
NORTHGATE	ND		3788	4129	.	.	.			0001
NORTHWOOD	ND		3940	.	.	.	.			0001
NORWICH	ND		3940	4295	.	.	.			0001
OAKES	ND		3940	.	.	.	.			0001
OBERON	ND		3940	4295	.	.	.			0001
OSNABROCK	ND		3940	4295	.	.	.			0001
PAGE	ND		3940	.	.	.	.			0001
PEAK	ND		3940	4295	.	.	.			0001
PETERSBURG	ND		3940	4295	.	.	.			0001
PINGREE	ND		3940	.	.	.	.			0001
PORTLAND	ND		3940	.	.	.	.			0001
POWERS LAKE	ND		3851	.	.	.	.			0001
PROSPER	ND		3940	.	.	.	.			0001
RAY	ND		3778	4118	.	.	.			0001
REEDER	ND		3742	4079	.	.	.			0001
REYNOLDS	ND		3940	4295	.	.	.			0001
ROLLA	ND		3940	.	.	.	.			0001
ROSS	ND		3838	4183	.	.	.			0001
RUGBY	ND		3940	4295	.	.	.			0001
SCRANTON	ND		3638	3965	.	.	.			0001
SHELDON	ND		3940	.	.	.	.			0001
SHEYENNE	ND		3940	.	.	.	.			0001
STANLEY	ND		3851	4198	.	.	.			0001
STERLING	ND		3780	4120	.	.	.			0001
THOMPSON	ND		3940	4295	.	.	.			0001
TOLNA	ND		3940	.	.	.	.			0001
VALLEY CITY	ND		3940	4295	.	.	.			0001
WALHALLA	ND		3940	.	.	.	.			0001
WILLISTON	ND		3738	4074	.	.	.			0001
WILLOW CITY	ND		3940	4295	.	.	.			0001
WINDSOR	ND		3940	4295	.	.	.			0001
WOODWORTH	ND		3940	.	.	.	.			0001
YPSILANTI	ND		3940	.	.	.	.			0001
MRVSN009-066										MORE =>

BNSF RAILWAY COMPANY				ISSUED: MAR 10, 2009				BOOK: 4		
AG PRODUCTS UNIT				EFFECTIVE: MAR 12, 2009				SECTION: C		
P. O. BOX 961051				EXPIRES: JUL 31, 2009				PAGE: 9		
FORT WORTH, TX 76161-0051				(E)				REVISION: 1		
BNSF-4022-M				START: APR 01, 2009				ITEM: 43400		
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ORIGIN RATES										
-----										
ORIGIN STATIONS		ST	RATES - DOLLARS PER CAR					C	NOTES	ROUTE
			COL 1	COL 2	COL 3	COL 4	COL 5			
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**SOUTH DAKOTA *										
ABERDEEN	SD		3940	4295	.	.	.			0001
ALPENA	SD		3940	4295	.	.	.			0001
BEARDSLEY	SD		3940	4295	.	.	.			0001
BOWDLE	SD		3940	4295	.	.	.			0001
BRISTOL	SD		3940	4295	.	.	.			0001
CRAVEN	SD		3940	4295	.	.	.			0001
EMERY	SD		3940	4295	.	.	.			0001
GREBNER	SD		3940	4295	.	.	.			0001
GROTON	SD		3940	4295	.	.	.			0001
HAZEL	SD		3940	.	.	.	.			0001
HURON	SD		3940	.	.	.	.			0001
IPSWICH	SD		3940	4295	.	.	.			0001
LEMMON	SD		3774	4114	.	.	.			0001
MADISON	SD		3761	4099	.	.	.			0001
MARION	SD		3940	4295	.	.	.			0001
MCLAUGHLIN	SD		3940	4295	.	.	.			0001
MELLETTTE	SD		3940	4295	.	.	.			0001
MILBANK	SD		3940	4295	.	.	.			0001
MITCHELL	SD		3940	4295	.	.	.			0001
PARKSTON	SD		3940	4295	.	.	.			0001
ROSCOE	SD		3940	4295	.	.	.			0001
SELBY	SD		3940	4295	.	.	.			0001
SUN PRODUCTS	SD		3940	4295	.	.	.			0001
TRIPP	SD		3940	4295	.	.	.			0001
TULARE	SD		3940	4295	.	.	.			0001
VIENNA	SD		3940	.	.	.	.			0001
WARNER	SD		3940	4295	.	.	.			0001
WATERTOWN	SD		3940	.	.	.	.			0001
WEST MILBANK	SD		3940	4295	.	.	.			0001
WILLOW LAKE	SD		3940	.	.	.	.			0001
WOLSEY	SD		3940	4295	.	.	.			0001
YALE	SD		3940	.	.	.	.			0001
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MRVSN009-067										END